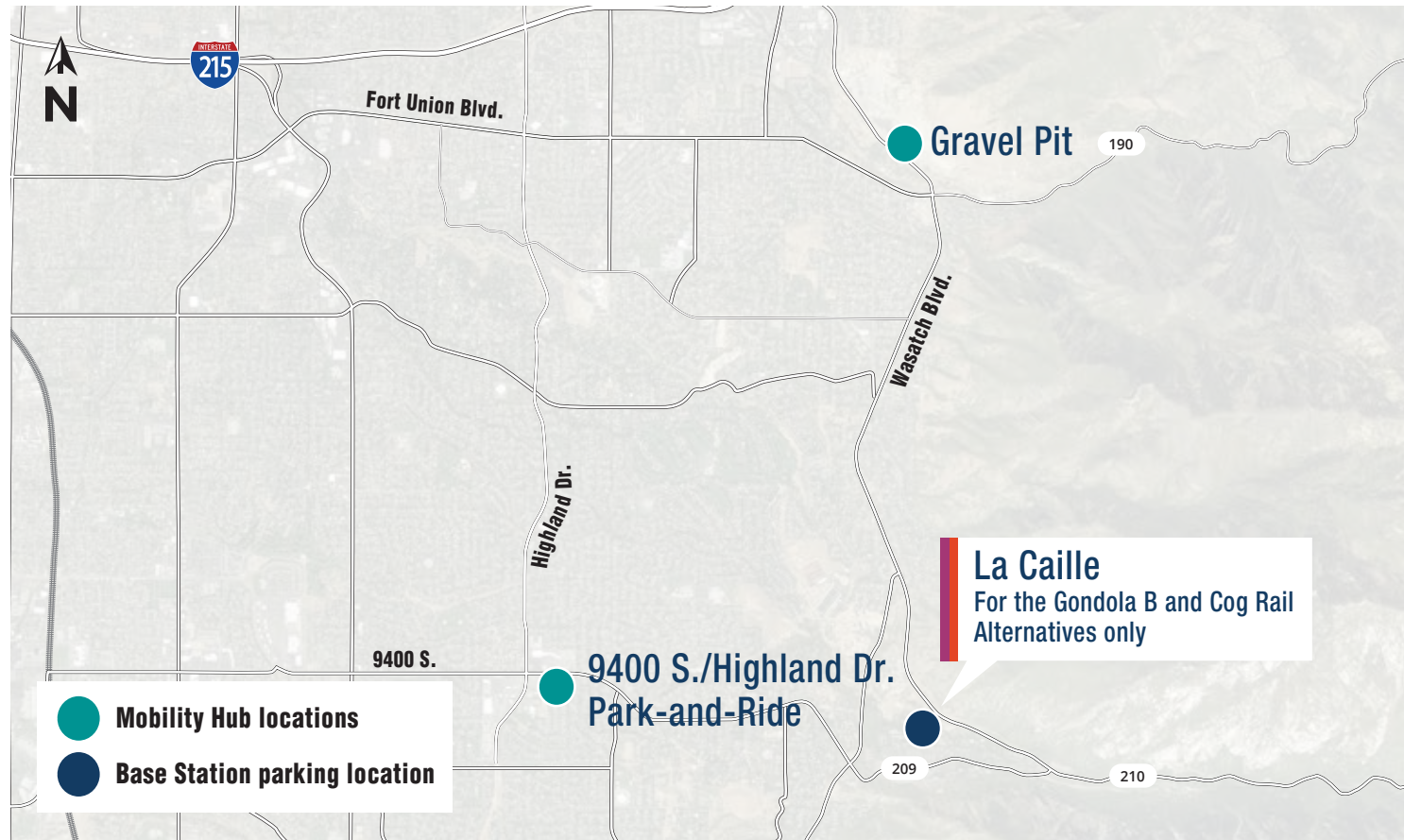


TRANSIT PARKING ALTERNATIVES

TRANSIT PARKING ALTERNATIVES EVALUATED

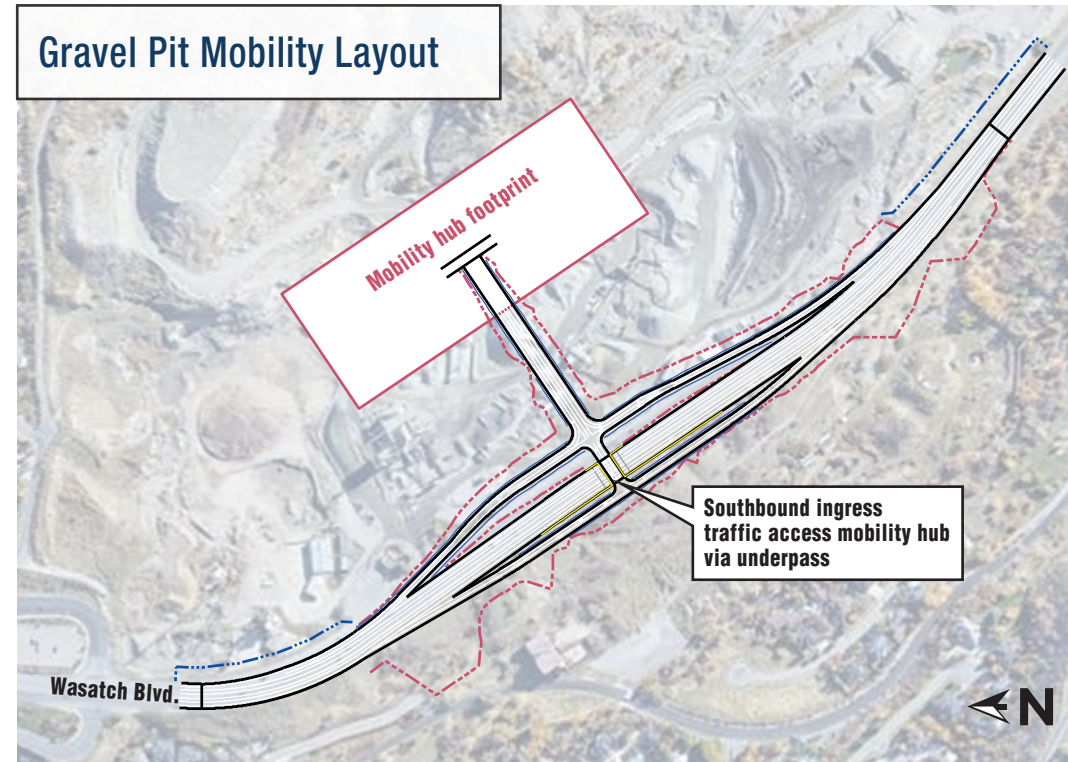
UDOT evaluated 15 potential locations for a mobility hub to service Little Cottonwood Canyon. The mobility hub locations could be used for bus service directly to the ski resorts or for bus service to the Gondola Alternative A base station.

UDOT also evaluated relocating all parking for the Gondola B and Cog Rail Alternatives to the La Caille base station to remove the bus transfer service from the mobility hubs.

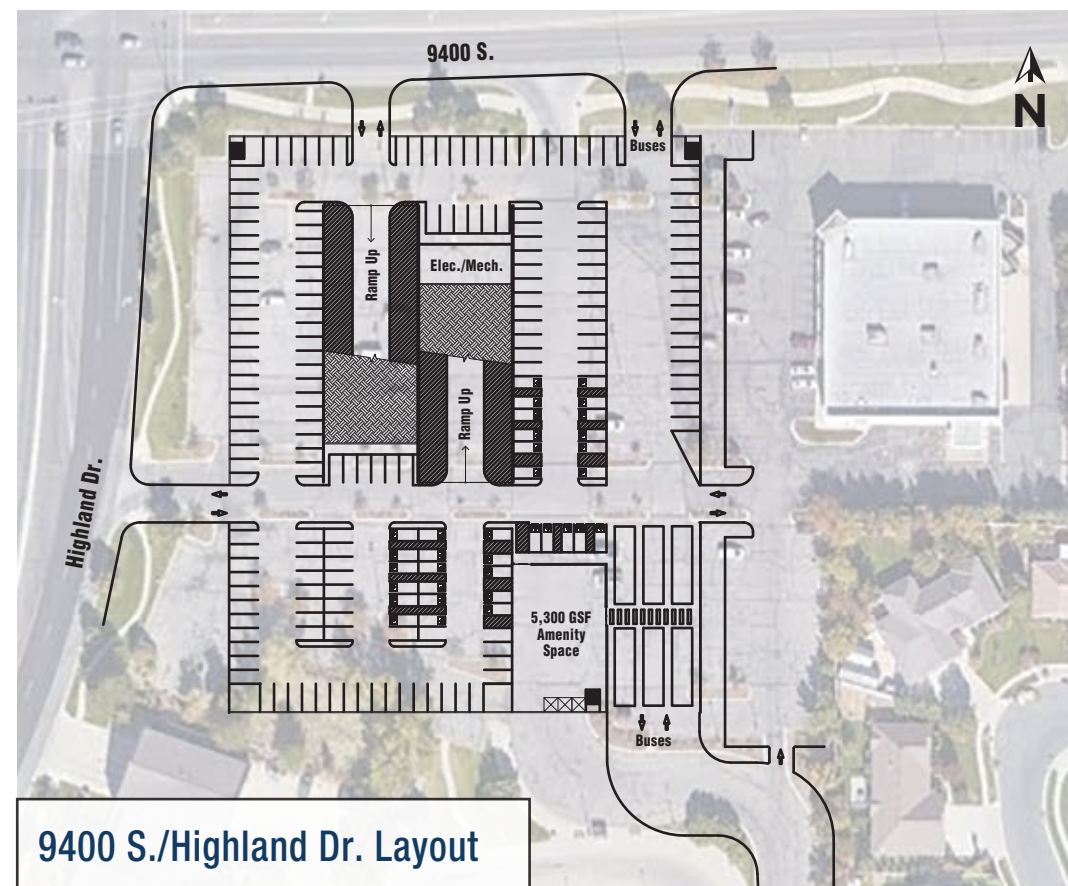


Traffic count data indicates about 40% of the traffic going to Little Cottonwood Canyon comes from the south and about 60% comes from the north. UDOT assumed that about 40% of transit users would park at the 9400 South and Highland mobility hub and about 60% would park at the Gravel Pit mobility hub.

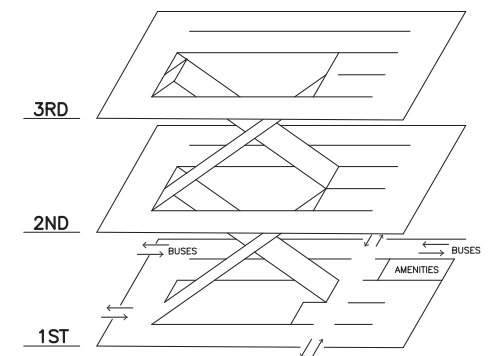
Transit Ridership	Estimated Number of Parking Stalls			Cost (millions)		
	Gravel Pit	9400 S./Highland	La Caille	Gravel Pit	9400 S./Highland	La Caille
Enhanced Bus Service, Enhanced Bus Service in Peak-Period Shoulder Lane and Gondola A (from LCC Park-and-Ride) Alternatives	1,500	1,000	N/A	\$78	\$21	N/A
Gondola B and Cog Rail (from La Caille) Alternatives	N/A	N/A	2,500	N/A	N/A	\$56



Concept of mobility hub at the Gravel Pit



What is a mobility hub?
A mobility hub is a location where riders can transfer from their personal vehicles to a bus.



Conceptual mobility hub levels at 9400 S./Highland Dr.

TRANSIT PARKING ALTERNATIVES

GONDOLA B AND COG RAIL ALTERNATIVES BASE STATION PARKING STRUCTURE EVALUATED

Based on public comment and to improve travel times and user convenience, UDOT increased the number of parking spaces at the Gondola Alternative B and Cog Rail Alternative base station from 1,500 to 2,500. With the additional parking spaces, there would be no need for mobility hubs at the Gravel Pit or at 9400 South and Highland Drive and the associated bus service once these alternatives become operational. All users would drive directly to the base station without needing to take a bus from a mobility hub.

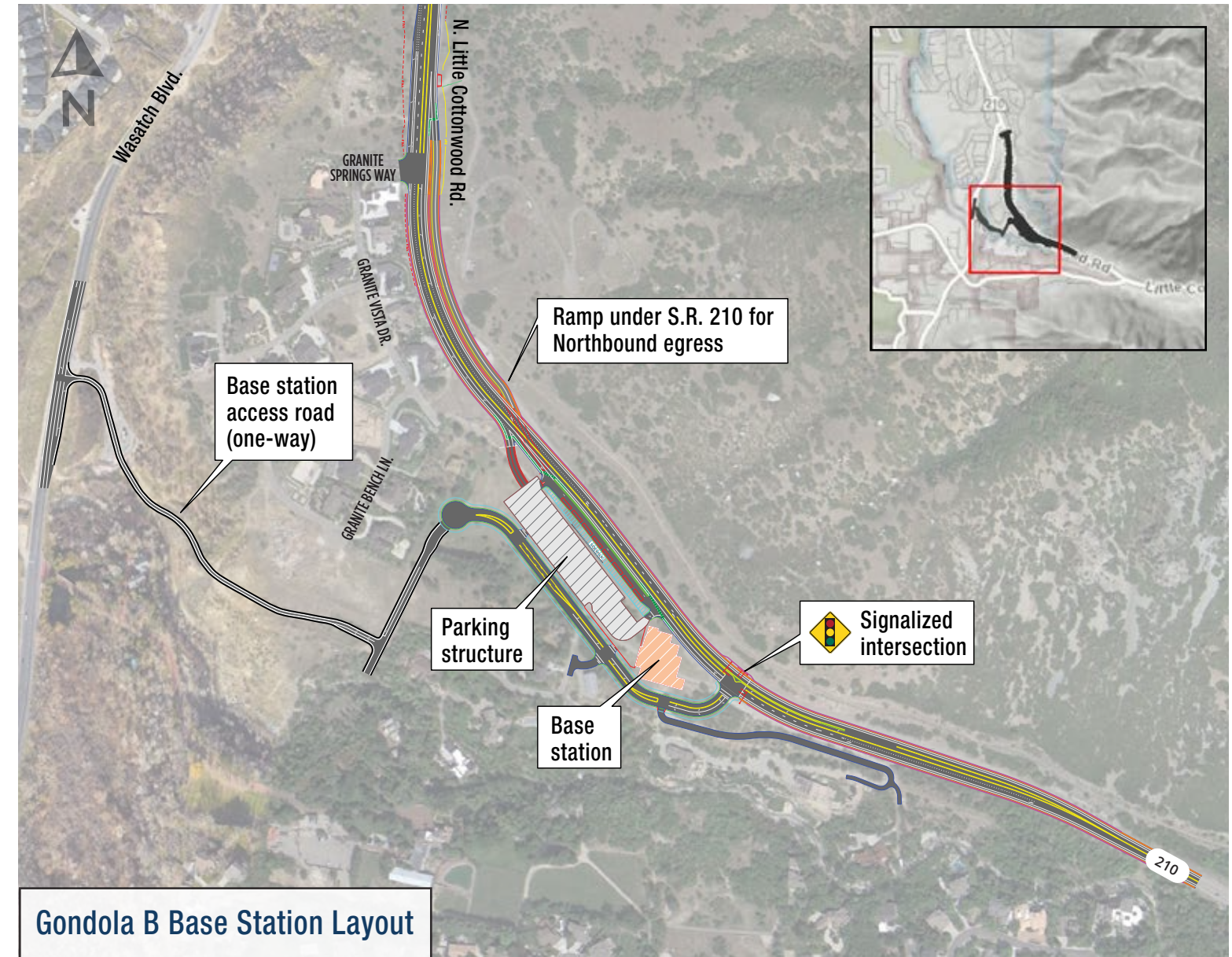
The 2,500-space parking structure at the base station of the Cog Rail and Gondola B Alternatives would be in the same location and would be about two levels higher, but it would have the same general

footprint and would operate similarly to the 1,500-space structure that was analyzed in the Draft EIS. The addition of a 12-foot, one-way access road would add about 3 acres to the 20 acres that would be disturbed by the parking structure and base station and would be consistent with future planned development in the area.

Traffic modeling showed that, with the proposed improvements to North Little Cottonwood Canyon Road and structure access roadways (including a one-way road from Wasatch Boulevard), the base station would not cause congestion or backups on North Little Cottonwood Road or on Wasatch Boulevard.



Gondola B and Cog Rail Parking Structure Concept (N. Little Cottonwood Canyon Rd.)



Gondola B Base Station Layout